

# The Automobile Speaks

It tells you what it is, what it requires and it asks to be treated fairly.

By Frederick C. Guerlich.

NO. 40—DEMOUNTABLE RIMS.

Only those who drove automobiles before the introduction of the demountable rim can appreciate the convenience of them. In the old days when a tire was punctured it meant from half an hour to an hour, and even more, of extremely hard and dirty work, but now the jacking up of the car is about the hardest part of the work.

When difficulty is found in changing tires now it is generally due to carelessness in preparing the rim and wheel felloe by cleaning off the rust or to carelessness in putting the spare tire on to the spare rim. A minute of easy work and extra care in this respect will often save fifteen to twenty minutes of hard work.

Care must also be exercised to have the new rim and tire true on the wheel, as if the rim is placed on the wheel so as to be out of true the tire will wear quickly. You no doubt have often seen cars running ahead of you, the wheels of which "wiggled" and you thought that the car had a bent axle. Had you looked at the hub you would have seen that it ran true, the "wiggling" being entirely due to the tire and demountable rim not having been put on correctly.

In order to have the demountable rim tight upon the felloe of the wheel, practically all rims are made secure by means of wedges. These wedges may be in the form of rings or may be six or eight short wedges.

The way to put on a rim is as follows: First scrape with a file or sandpaper all rust from the rim and felloe band; then turn the wheel so that

## TWELVE NEW CARS TO BE AT PALACE

Ninety-two Manufacturers Will Exhibit Latest Creations.

Those fortunate folk who find a beautiful shining automobile left by Mr. Santa Claus at the front door this Merry Christmas morn may appropriately give a thought or two to one of them.

That is that one reason why that car is so charming and runs so beautifully is that twenty-one national automobile show seasons have preceded it. Furthermore, that the forthcoming National Automobile Show in Grand Central Palace the week of January 7 to 14 and in Chicago January 23 to February 4 represents the culmination of the industry's efforts to date of all the brains and ingenuity of thousands of inventors, designers and engineers who have contributed to the industry since its inception.

The twelve cars that will be shown at a national show in the Palace for the first time are the Ambassador, Buick, Cadillac, Durant, Earl, Goodspeed, Franklin, Gardner, Goodspeed, Grant, Handley-Knight, Hanson, Hatfield, Haynes, H. C. S., Holmes, Hudson, Hupmobile, Itala, Jordan, Kelsey, King, Kissel, Kline, Kar, Lafayette, Leach, Locomobile, Lexington, Liberty, Lincoln, Locomobile, MacFarlan, Malibon, Marmon, Maxwell, Mercer, Milburn, Mitchell, Moon, Nash, National, Noma, Oakland, Oldsmobile, Overland, Packard, Paige, Paterson, Peerless, Pierce-Arrow, Pilot, Premier, Rauchhaus, R. & W., Knight, Reo, Rickenbacker, Roamer, Saxon, Sayers, Standard, Stanley, Stearns-Knight, Stephens, Stevens-Duryea, Studebaker, Stutz, Templar, Vauxhall, Vello, Westcott, Willis St. Claire and Willys-Knight.

Handley-Knight, Kelsey, Leach-Billwell, Rickenbacker, Willis St. Claire, Itala and Vauxhall. The last two are the foreign displays.

The complete list of cars at New York follows: Ambassador, Anderson, Apperson, Auburn, Bournonville, Buick, Cadillac, Case, Chalmers, Chandler, Chevrolet, Cleveland, Cole, Columbia, Crowl, Elkhart, Davis, Detroit Electric, Dize, Dyer, Dodge Brothers, Dorris, Dort, Du Pont, Durant, Earl, Elcar, Elgin, Essex, Franklin Gardner, Goodspeed, Grant, Handley-Knight, Hanson, Hatfield, Haynes, H. C. S., Holmes, Hudson, Hupmobile, Itala, Jordan, Kelsey, King, Kissel, Kline, Kar, Lafayette, Leach, Locomobile, Lexington, Liberty, Lincoln, Locomobile, MacFarlan, Malibon, Marmon, Maxwell, Mercer, Milburn, Mitchell, Moon, Nash, National, Noma, Oakland, Oldsmobile, Overland, Packard, Paige, Paterson, Peerless, Pierce-Arrow, Pilot, Premier, Rauchhaus, R. & W., Knight, Reo, Rickenbacker, Roamer, Saxon, Sayers, Standard, Stanley, Stearns-Knight, Stephens, Stevens-Duryea, Studebaker, Stutz, Templar, Vauxhall, Vello, Westcott, Willis St. Claire and Willys-Knight.

### BARNES' BIG ORDER.

Word has just been received in trade circles that Barnes' Auto Parts Company, Inc., 226 West Fifth street, has placed a half million dollar order for replacement parts with the Warren Gear Products Company, Warren, Pa., for delivery in the spring of 1922.

## The Automobile Owners' Obligation

Be Fair to the Manufacturer and Dealer by Being Fair to Your Car

Somewhere on your car—probably under the floorboards and it can be conveniently forgotten and neglected—is a little boxlike device which does a tremendous service and an unbelievable amount of hard work for you; and all it asks in return for this work is that you feed it, that you keep it clean, and that you give it a drink once a week. I refer to your storage battery.

There probably has been no other invention to which the tremendous class of automobiles can be ascribed so much as to the storage battery. The weakest woman can now crank the largest car, and can do it while the road is muddy without soiling her shoes or gown. At the same time, there is no part of the automobile so little understood and so much neglected as it is.

A storage battery must be fed; that is, it must be kept charged. If you take some of the current out of your battery by using your starting motor or your lights, you must put the current back again in order to have some the next time you want to use the starter or the lights. In other words, if you discharge the battery, you must again charge it. The generator on your car does this recharging automatically, but there are times when the battery is discharged faster than the generator can recharge it.

In order that you can judge whether or not you are using the current from the battery quicker than you are sending it back again, you must understand what is meant by the ampere-hour, the name by which the size of the battery is known.

Batteries are said to be of 60, 80, 100, 120, 140, 160, 180, 200, 220, 240, 260, 280, 300, 320, 340, 360, 380, 400, 420, 440, 460, 480, 500, 520, 540, 560, 580, 600, 620, 640, 660, 680, 700, 720, 740, 760, 780, 800, 820, 840, 860, 880, 900, 920, 940, 960, 980, 1000, 1020, 1040, 1060, 1080, 1100, 1120, 1140, 1160, 1180, 1200, 1220, 1240, 1260, 1280, 1300, 1320, 1340, 1360, 1380, 1400, 1420, 1440, 1460, 1480, 1500, 1520, 1540, 1560, 1580, 1600, 1620, 1640, 1660, 1680, 1700, 1720, 1740, 1760, 1780, 1800, 1820, 1840, 1860, 1880, 1900, 1920, 1940, 1960, 1980, 2000, 2020, 2040, 2060, 2080, 2100, 2120, 2140, 2160, 2180, 2200, 2220, 2240, 2260, 2280, 2300, 2320, 2340, 2360, 2380, 2400, 2420, 2440, 2460, 2480, 2500, 2520, 2540, 2560, 2580, 2600, 2620, 2640, 2660, 2680, 2700, 2720, 2740, 2760, 2780, 2800, 2820, 2840, 2860, 2880, 2900, 2920, 2940, 2960, 2980, 3000, 3020, 3040, 3060, 3080, 3100, 3120, 3140, 3160, 3180, 3200, 3220, 3240, 3260, 3280, 3300, 3320, 3340, 3360, 3380, 3400, 3420, 3440, 3460, 3480, 3500, 3520, 3540, 3560, 3580, 3600, 3620, 3640, 3660, 3680, 3700, 3720, 3740, 3760, 3780, 3800, 3820, 3840, 3860, 3880, 3900, 3920, 3940, 3960, 3980, 4000, 4020, 4040, 4060, 4080, 4100, 4120, 4140, 4160, 4180, 4200, 4220, 4240, 4260, 4280, 4300, 4320, 4340, 4360, 4380, 4400, 4420, 4440, 4460, 4480, 4500, 4520, 4540, 4560, 4580, 4600, 4620, 4640, 4660, 4680, 4700, 4720, 4740, 4760, 4780, 4800, 4820, 4840, 4860, 4880, 4900, 4920, 4940, 4960, 4980, 5000, 5020, 5040, 5060, 5080, 5100, 5120, 5140, 5160, 5180, 5200, 5220, 5240, 5260, 5280, 5300, 5320, 5340, 5360, 5380, 5400, 5420, 5440, 5460, 5480, 5500, 5520, 5540, 5560, 5580, 5600, 5620, 5640, 5660, 5680, 5700, 5720, 5740, 5760, 5780, 5800, 5820, 5840, 5860, 5880, 5900, 5920, 5940, 5960, 5980, 6000, 6020, 6040, 6060, 6080, 6100, 6120, 6140, 6160, 6180, 6200, 6220, 6240, 6260, 6280, 6300, 6320, 6340, 6360, 6380, 6400, 6420, 6440, 6460, 6480, 6500, 6520, 6540, 6560, 6580, 6600, 6620, 6640, 6660, 6680, 6700, 6720, 6740, 6760, 6780, 6800, 6820, 6840, 6860, 6880, 6900, 6920, 6940, 6960, 6980, 7000, 7020, 7040, 7060, 7080, 7100, 7120, 7140, 7160, 7180, 7200, 7220, 7240, 7260, 7280, 7300, 7320, 7340, 7360, 7380, 7400, 7420, 7440, 7460, 7480, 7500, 7520, 7540, 7560, 7580, 7600, 7620, 7640, 7660, 7680, 7700, 7720, 7740, 7760, 7780, 7800, 7820, 7840, 7860, 7880, 7900, 7920, 7940, 7960, 7980, 8000, 8020, 8040, 8060, 8080, 8100, 8120, 8140, 8160, 8180, 8200, 8220, 8240, 8260, 8280, 8300, 8320, 8340, 8360, 8380, 8400, 8420, 8440, 8460, 8480, 8500, 8520, 8540, 8560, 8580, 8600, 8620, 8640, 8660, 8680, 8700, 8720, 8740, 8760, 8780, 8800, 8820, 8840, 8860, 8880, 8900, 8920, 8940, 8960, 8980, 9000, 9020, 9040, 9060, 9080, 9100, 9120, 9140, 9160, 9180, 9200, 9220, 9240, 9260, 9280, 9300, 9320, 9340, 9360, 9380, 9400, 9420, 9440, 9460, 9480, 9500, 9520, 9540, 9560, 9580, 9600, 9620, 9640, 9660, 9680, 9700, 9720, 9740, 9760, 9780, 9800, 9820, 9840, 9860, 9880, 9900, 9920, 9940, 9960, 9980, 10000.

When your starting motor is cranking the engine it is taking in the neighborhood of 150 amperes, and in many cases much more. Thus a 60-ampere-hour battery, when fully charged, would be completely discharged in twenty minutes if the starter were used continually for this time. The generator, when the car is traveling about fifteen miles an hour, charges at about a 6-ampere rate, so that it would take ten hours to completely charge a 60-ampere-hour battery. Please note from the above that it takes thirty minutes of engine running to replace the current taken from the battery by the starter in one minute. At night the lights will take nearly all the current made by the generator, so there will be no charging of the battery.

From the above you can see that the battery on a car which is driven for a very short distance, and whose self-starter is often used, may be discharged much faster than it can be recharged again. So if you find your battery runs down often and must be taken to a charging station, before condemning the battery and thus doing an injustice to the manufacturer, please ask yourself if the discharge is not due to the condition of running.

Many misunderstandings occur between owners and charging station owner about the charge for the rental of batteries used while the owner is being charged. A sample of these disputes is as follows:

A man brought a battery to a service station to be charged, and rented a battery in its place. Three days afterward he decided to have his car overhauled and repainted, and without returning the rented battery and getting his own, put his car out of commission. More than a month afterward he called for his battery, and when he received a bill at 15 cents a day for the rental of the battery became very indignant, claiming that he should not be charged for more than three days, the time his car was in service.

When you consider that the battery man has invested large sums of money in batteries of many different shapes and sizes, and when you consider that the life of a battery is only in the neighborhood of fifteen months—when in use or lying idle—you will see that this rental service has been established more for the convenience of the customers than for profit. The man mentioned above failed to consider that the battery man was without the service of the battery while the car was being painted, and may even have had to buy another of that particular shape and size to supply other customers.

I believe that owners have now become educated to the great importance of giving their car a drink; that is, of filling with distilled water about once a week. It is extremely important that this be done if the battery is to enjoy a long life.

No part of the car demands cleanliness so much as the storage battery. If the smallest particle of mineral matter gets into

the battery, it will immediately be attacked by the sulphuric acid, and in the form of a sulphate, be deposited on the plates, thus preventing them from taking a charge.

I would suggest to every auto owner that he get a book of instruction from the manufacturer of his battery and read it and follow its instructions carefully. By so doing he will get the most out of his battery and from his battery than he otherwise would. It needs care, watching and attention.

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## SOUTHWORTH LARGEST DISTRIBUTOR OF AUTOS

The New York manager of the Buick Motor Company branch, A. G. Southworth, has the distinction of being the largest distributor of automobiles in the world. For years Mr. Southworth has been responsible for marketing 7,000 to 9,000 Buick cars in the metropolitan district. These cars have represented a business of from twelve million to sixteen million dollars a year. During 1921 the New York Buick branch broke all previous years' records by over two million dollars.

In order that Buick may not lose a great volume of business offered in the metropolitan district on account of deliveries, Mr. Southworth is making every effort to secure for the New York branch 14,000 1922 Buicks valued at over twenty million dollars.

## DEGLARESCOPE NOW READY FOR MARKET

From the faculty of the Massachusetts Institute of Technology, where many noted practical inventions for commercial use have originated, now comes what is regarded in many quarters as the real solution of the glaring headlight problem.

The device is called the "Deglarescope," and is unlike anything now on the market. It has been designed and developed to a point of practical use by William Suddards Franklin, professor of physics, and Elio Benson, curator of apparatus.

The Deglarescope Company, 1511 Maple street, Detroit, has been organized by Toner and a few other well known figures in the motor world, and they are now ready for production.



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AUTOMOTIVE EQUIPMENT CO., 317 Halsey St., Newark, N. J.

## TISDALE JOINS ARMY; HEADS BUDGET GUARD

Glenn A. Tisdale, president Franklin Motor Car Company of New York, has accepted appointment as commander of the automobile accessories division in the mobilization of New York business men in the Budget Guard, being organized by the National Budget Committee of 7 West Eighth street, under the direction of Sam A. Lewisohn, well known banker and city chairman, to support the movement for national economy and lower taxes. In addition Mr. Tisdale already heads the Motor Car Dealers Division. Every trade and industry in New York city is being mobilized, with the most prominent men in their respective trades as division commanders.

# REO

Where, at Any Price Can You Get More?

If you haven't seen, closely examined, and ridden in the new "REO SIX" Sedan you should lose no more time in treating yourself to that pleasure. Study this latest creation of the Reo shops minutely—critically.

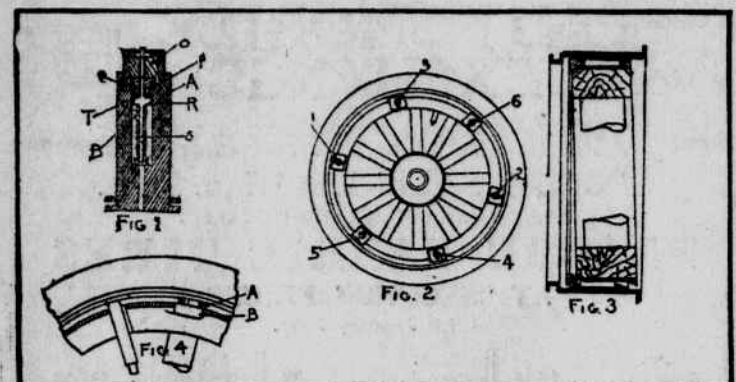
We'd prefer that you didn't know the price until you had seen and compared.

Then you would be amazed to find that you could possess this magnificent Sedan at so low a figure.

The Reo will be Exhibited at the Auto Show, Grand Central Palace, Jan. 7-14

**Reo Motor Car Co. of N. Y. Inc.**  
Broadway at 54th Street, New York

Brooklyn: 1380 Bedford Ave. Newark: 520 Broad St.  
New Rochelle: 462 Main St.



the valve stem hole is on top; then lift the top of the rim on to the wheel, inserting the valve stem in its hole, and when satisfied that the lug near the valve stem and on the inside of the rim will properly fall into its hole on the felloe "slam on" the bottom of the rim. Next put on the wedge ring (if that type of ring) and screw on all of the lugs by hand. Then with a tool turn in bolt No. 1, figure 2, until a gentle pressure is required, then No. 2, then Nos. 3, 4, 5 and 6, after which go around the rim a number of times giving each nut a half turn until all are tight.

If one nut or bolt is turned up hard immediately and then the next to it the rim will take the position shown exaggerated in figure 3. Even a strong man will not be able to correct this by turning up on the opposite nuts, and the tire will "wobble" along the road as mentioned above.

Difficulty in getting the rims on the wheels is usually due to one of three causes: The rim may be bent or wheel warped; there may be rust on the rim or felloe band; the valve stem may not be in the center of its hole in the rim.

The first of the above is unusual, and there is practically no remedy other than replacing. As there is little clearance between the rim and wheel the slightest amount of dirt or rust on the rim or felloe band, and especially around the lug or its hole, A and B, figure 4, will make getting the rim on difficult. A moment's time in cleaning before attempting to put the rim on will, therefore, more than pay.

A large portion of the difficulty of getting the rim on is due to the valve stem not being properly centered when the tire is put on the rim. When the valve stem is not in the center of its hole it will be too close or far from the lug on the inside of the rim (the purpose of which is to transmit the drive of the wheel to the rim and tire) and a condition shown in figure 4 will obtain. When this is the case the remedy is to let some of the air out of the tire and then reinsert.

### The Tire Valve.

Figure 1 of the illustration shows the valve, which is almost universally used. Here A is the body of the valve or the valve stem, B, including the spring and parts O, P, R, T, &c., is called the valve inside. The action of the valve is as follows: The screw O by pressing the rubber washer P against the shoulder Q of the valve stem will prevent the air leaking out of the side, while the flange R of the valve plunger by compressing the small rubber washer T will prevent the air leaking out around the valve plunger. The flange R is held against the washer by the pressure of the air in the tube and not by the spring shown, the spring acting more as a guide.

When it is desired to let air out of the tire the plunger S is pressed in, which will press the flange R away from its washer and so let the air escape around the plunger. When the tire is being blown up the pressure on the top of the flange R will be greater than that in the tube, and so the flange will be pressed down just as it is when the plunger is pressed down, and so allow the air to enter around the plunger. The moment pumping is stopped the pressure inside the tube will be greater than that outside and the flange will again be pressed against the washer, and so prevent the escape of the air.

A "slow leak," that is, when the tire becomes flat over night or in two or three days, is usually due to a defect in the valve inside, the rubber washers being worn or torn. Replacing the valve inside (it costs but 5 cents) is the remedy. You can tell when the valve is leaking by putting a drop of water or saliva on the mouth of the valve. If it leaks the saliva will form in bubbles. Screwing the valve inside in a little harder will often remedy the trouble, but too much strength must not be used in doing this. Do not use a pair of pliers.

## HUNT TO SELL THE RICKENBACKER CAR

One of the most important automobile deals closed in months was consummated last week when the Hunt Motor Car Company was formed. The new organization is headed by James J. Hunt, formerly general manager and vice-president of the Reo Motor Car Company of New York, who will distribute the new Rickenbacker car in the metropolitan territory. The new product, pronounced by those who have seen it one of the sensations for 1922, is



J. J. HUNT, of the HUNT MOTOR CAR COMPANY, who is to be the METROPOLITAN DISTRIBUTOR for the NEW RICKENBACKER CAR.

manufactured under the supervision of Capt. Edward V. Rickenbacker, the American "ace of aces." The car will make its public debut at the New York Automobile Show at Grand Central Palace, January 7 to 14. That it will attract as much attention as any car at the exposition is a foregone conclusion, not only because of the man in whose honor the car is named and his war achievements and his record in automobile racing prior to that, but because the new car is especially attractive


in appearance and possesses some novel features.

That the new product will be aggressively merchandized in this territory is assured in the fact that Mr. Hunt is to direct its destinies. Prior to his entry into the automobile business nearly twenty years ago he was prominent in the bicycle industry and to-day he is one of the best known figures in the automotive world. He resigned from the Reo organization last summer with the intention of forming a new company of his own. After considerable investigation he reached the conclusion that the Rickenbacker appeared to be the best proposition available in the medium priced class and he entered into negotiations with the manufacturers. Dozens of other dealers endeavored to secure the representation for this car in the metropolitan district and after careful consideration "Rick" and his associates decided that Hunt was the man.

## AUTOMOBILE POPULAR CHRISTMAS GIFT

"That the automobile is still the most popular of Christmas gifts was proved by the large number of sales we have made on Hudson and Essex cars during the last week," says Harry S. Hought, the Hudson and Essex distributor.

"As a matter of fact," he continued, "practically every sale we have made during the past two weeks called for delivery on or about Christmas, which indicates that they were purchased as Christmas presents."



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COUPES & TOURINGS  
1920-21 MODELS

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Good, reliable, conditioned and guaranteed cars can be had as low as \$200. Ask about our G. M. A. C. partial payment plan.

Unquestionably best existing values.

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This Garage is absolutely the last word in garage construction, completely fire-proof, equipped with runways that eliminate waiting for elevators. Will conveniently accommodate 500 pleasure and commercial cars; heated throughout, equipped with Curtis Pneumatic Air Compressors and Acme Gas Pumps, which guarantee to give correct measure. Entire plant equipped with duplicate systems in case of breakdown. Chauffeurs' rest rooms and lockers on each floor. Light, airy and cheerful. Top floor is devoted entirely to dead storage at \$10 per month. We cordially invite your inspection. Representative will call upon request to quote rates.

When better automobiles are built, Buick will build them